

THE SCRANTON BOARD OF TRADE

History Of the Enterprising Body That Has Accomplished Much in Furthering the Commercial Interests of Scranton.

BY D. B. ATHERTON.

THE growth and prosperity of the city of Scranton has been marvelous, and its future is most promising. It is without doubt the finest city of its size in the United States, and its people, trade, commerce, manufactures and fine business and private structures, go to show the calibre of its inhabitants, and prove the truth of the above statement.

Scranton has never experienced a "boom." From the time of its incorporation as a city, it has grown steadily, each year increasing in population, wealth and permanency. Its resources were and are still so great that it does not require remaining or vain words which give one that tired feeling, and carry so little weight with them.

Scranton is not only rich in material things, but in the culture and refinement of her people. Its educational institutions, both public and private, are of the highest order, and are being increased in an intelligent manner year by year as the requirements of the people demand. Scranton has at the present time thirty-seven public school buildings, nearly all of which are new and modern. Its high school, just completed, is without doubt, the finest building of the kind to be found in America, costing over \$300,000. Altogether the public school buildings of the city cost one and a quarter million dollars. These schools are equipped with a corps of professors and teachers second to none in the country. The writer had the honor to be a member of the board of control for a term of four years, and he believes he knows whereof he writes. There is no school district in America that will excel that of the city of Scranton, either in the efficiency of its teachers or in the character of its buildings.

Things which go to add to the pleasures of life, such as music, literature and the drama, are cultivated here in the highest degree, and are enjoyed by the masses of the people. This is due to the abundance and variety of these things here in abundance, and as to quality and price, compare favorably with other cities of its size.

Scranton is the metropolis of the great anthracite coal fields of America, and it is in the abundant resource that it has acquired much of its wealth.

Its manufacturing interests are vast and varied, not less than \$25,000,000 being invested, which does not include the iron and steel industry. Thirty thousand men, boys and girls are employed in its many factories, mills and shops. The laboring population is law-abiding, frugal, and therefore prosperous and happy, well clothed and fed. The city has one of the best public school systems, with its free text books, give ample opportunity for a good common school education to those who are not able to attend college. These advantages are appreciated by the people, and as a result a large percentage of the children of Scranton are being educated.

The population of the city of Scranton increased from 9,223 in 1850, to 33,092 in 1870. This period was the first stage of the city's wonderful growth. The next ten years showed a rapid increase, the population of only 10,000. This was owing to the panic of 1873 and the great strikes of 1877, which were the means of retarding the growth of every city and town in the great Keystone state, and paralyzed industries all over the country. In 1890 the population of Scranton had almost doubled, and at the present time, 1897, it has within its borders an estimated population of 65,000.

Within the recollection of the writer, who has been a resident of the city thirty-one years, a wilderness has been transformed into a modern city. He has seen high and massive business blocks of iron, stone and brick take the place of low wooden shanties. He has played ball, skated and enjoyed all sorts of outdoor sports in the open fields and marshes, where today stands some of the city's most substantial and handsome public buildings, notably the court house, postoffice and hotel and trade building. "Certainly the marvelous and substantial growth, thrift and enterprise of the city of Scranton probably is without a peer among the cities of the country, and today Scranton is known throughout the length and breadth of the country as the most progressive and enterprising city in the state of Pennsylvania, of which she is the fourth city in population.

Scranton was the first city east of the Mississippi to adopt the electric street car system, and today this power is in general use on all of the street car lines in the city.

Scranton is also known as the best lighted city in the country. Over 700 arc lamps illumine its streets by night and cast their brilliant and pleasing light over the most remote and distant parts of the city. Thus Scranton was dubbed the "Electric City," and is so known wherever its fame has reached.

The religious institutions of the city have not been forgotten or neglected during this period of wonderful growth. They are the very foundation of its successful past, and they stand as a bulwark to guard its promising future. Scranton has within its limits seventy churches, of nearly every name and denomination. Many of them are fine, spacious structures. Some of them are elegant in all of their appointments, and for architectural beauty cannot be surpassed in any city in the land. Some of the brightest minds adorn their pulpits, and Sunday after Sunday expound the truth to pews filled with willing and interested listeners.

Scranton's free public libraries are another source of pleasure and intellectual gain to its inhabitants. The Albright Memorial Library is an institution of which any city might well feel proud. It was erected by the heirs and in memory of the late J. J. Albright, who was honored and highly respected citizen of the city. The library is equipped with 25,000 volumes, and its able librarians and his corps of assistants are kept busy exchanging

books with the many thousands of readers, who take advantage of the opportunity afforded them by those who desired to build a lasting monument to the memory of him they loved. "Verily they builded better than they knew."

The railroad facilities of the city are unsurpassed. No less than five different trunk lines enter its limits and distribute its many thousands of tons of product to all parts of the United States. The Delaware, Lackawanna and Western railroad passes through the heart of the city, running elegant vestibuled trains direct from New York to Buffalo and the far West. The Delaware and Hudson Railroad, with lines extending to Albany, Saratoga, Lake George and Montreal, also add to Scranton's great railway system; the Central Railroad of New Jersey, with through trains to New York and Philadelphia; the Erie and Wyoming Valley, which is a branch of the great Erie system; and the Ontario and Western, with lines extending north and west. The direct connections with the Lehigh Valley and the great Pennsylvania system, make it a most desirable position, and makes it a most desirable place for manufacturers.

As a resident city, Scranton enjoys many distinctive features. Its climate is healthy. The city is situated in a beautiful valley, the level of the city fifty feet above sea level. The summer season is delightful. The days are warm and the nights cool. The thermometer rarely goes above ninety in summer, or below zero in winter. Its streets are wide and well paved with asphalt, and in the resident portion lined on either side with elegant homes. Its beautiful drives up and down the valley and across the mountains to nearby summer resorts and lakes make it a very attractive city in which to reside.

The water supply of Scranton is enormous. The city is supplied from mountain streams emptying into reservoirs erected at great cost, with a daily capacity of 35,000,000 gallons. There is enough water always in reserve to supply the city's needs for one year without rain.

Much has been written of the early history of Scranton, and there remains nothing for the writer to do but to quote from some of the many historical sketches heretofore published.

"Scranton was created a borough February 14th, 1856, and by act of legislature chartered a city April 25th, 1860. Philip Albright was the first settler in the Deep Hollow, as the Electric City was designated from 1788 to 1798, when it took the name of Slocum Hollow. In the month of May Mr. Albright marked out his clearing and erected a log hut near the banks of the Roaring Brook, and subsequently established the first Scranton industry in the erection of a primitive gristmill. The stones were of native granite, and the running gear was made of his own work. The mill consisted of a deer-skin, well tanned and stretched upon poles, perforated with numerous holes, through which the flour was sifted. In 1836 a box of iron, carried by J. J. Albright to the site of the mill, was the means of attracting the attention of Henry Scranton and others to the remarkable resources of the valley, and in 1840 the nucleus of the Lackawanna Iron and Steel company was formed by a company consisting of Colonel George Scranton, Seldon T. Scranton, Sanford Grant, William Henry and Philip H. Mattes. This company began at once the construction of an iron furnace, and the first stages of development of the city were begun.

The village of Scranton in 1849 had a population of 100, and was laid out upon a circumscribed scale in 1841 by Captain Stott, a civil engineer of Carbondale. In 1845 an attempt was made to have the town, which then contained 500 inhabitants, called Harrison, in honor of the favorite presidential candidate, General William Henry Harrison. The idea, however, was not universally popular, and the old name, Scranton, clung to the locality until the population had increased to 2,730, when it was called Scranton, in honor of the founders of the town. The latter name did not entirely please the citizens, and on January 27th, 1851, it was reduced to plain Scranton, and the borough and city have been known to fame since by the latter title. The first post office was opened in 1850, and the first council was organized March 27th, 1851.

Thus briefly have I quoted some of the early history of Scranton, around which has grown and developed the greater Scranton of today. Much might be said of the struggles through which the early settlers passed during the trying times prior to 1850, but why deal with the past when the present and future have so much that is interesting and of far more importance to those of the age.

The Scranton Board of Trade was organized in 1888, and incorporated in 1871. During all of the years of its successful career its influence has steadily increased, until today it occupies a prominent position among the progressive bodies of its kind throughout the country. It represents the enterprise and aggressiveness characteristic of the citizens of our city. Its work in the past has been varied, and the results of its labor are evident on every side. Its membership comprises the best business and industrial element of the city. It represents the people. It is non-partisan in its broadest sense of the term. It is an organization in which its members can be heard in behalf of reforms in all matters of a public nature. When it speaks its voice is heard, and its recommendations respected so far as possible. Its aim is now, and always has been, to promote the industrial interests of the city. This work is not confined to the securing of new industries only, but is extended to the fostering of old ones. No little of its energy is spent in frowning down unwise and apparently unprofitable schemes, that are continually endeavoring to secure the financial aid and influence of our capitalists. Most cities throughout the country, in order to secure new industries, offer a cash bonus (so much per head of every man employed) and in addition free sites, and large subscriptions to stock. Or in other words, they offer to put their capital against the other investments, which almost invariably results in a very few years in exactly reversing the conditions. The Scranton Board of Trade does not believe this to be the proper method to pursue, and it can point to many instances where such methods have proved disastrous, not only to those with a pecuniary interest in the industry, but to the city or town in which they located.

During the past year, through the efforts of the Board of Trade, industries employing no less than six hundred hands were induced to locate here, all of which is the direct result of the energy put forth by the officers and members of the Board, with no recognition in view other than the building up and promoting the interests of our city. I fear that the amount of work, and hours of thought, that are every day freely given by the officers and committees of the Board of Trade are not appreciated as they should be by those who are not closely identified with the work of the organization. The secretary is the only worker in the Board, notwithstanding the fact that he is the only paid member of it. Each officer and committee has his duty to perform, and he performs it cheerfully, with no prospect or hope of reward.

THE WORK OF THE BOARD.
The work of the Board is not limited to local affairs. It has to do with national questions. Its endorsement is solicited on all questions of rational

importance, and it has every reason to believe that its opinion on such matters are considered of weight and value. This Board is a member of the National Board of Trade, and is regularly represented at all of its meetings. It is in these respects that this Board differs from the so-called suburban Boards of Trade. There are a great many matters that receive the careful and conscientious consideration of the different committees that are never made public. More especially is this true of the Manufacturers' committee, rendering financial support, and influence to feeble and tottering industries, that come before us with limited means and little influence. These always receive the respectful attention and such consideration at the hands of the committee as their cause warrants.

THE BOARD OF TRADE BUILDING.
In this brief article it would be impossible to even refer to any one of the many matters of public importance that this Board of Trade has been identified with. It would take indefinitely less space to mention those that it has not been instrumental in promoting. Suffice to call the attention of the citizens of this city to the magnificent building lately erected on Linden street. It is by far the finest building in the city, and will stand for years as a monument to the energy and zeal of the members of the Scranton Board of Trade. It will give to Scranton a place among the important cities of the country, very few of which can boast of such an imposing and substantial Board of Trade building.

As has already been stated, Scranton is the chief city of the anthracite coal regions, and a brief history of the great development of the coal mining industry will no doubt prove interesting. This is the largest anthracite coal basin in the world, and its coal production has been enormous. It commenced in 1839 with 43,000 tons, or 24.69 per cent. of the entire coal trade. In 1850 the output was 1,141,527 tons, or 48.72 per cent., nearly one-half. In 1885 the production was 22,609,000 tons. No further comment is necessary to impress upon the mind of the reader the wonderful development and progress of this branch of trade. Experts tell us that there is still coal enough in the region to last one hundred years, at the present rate of mining.

There is another feature of the coal-mining industry that has of late received considerable consideration, and

is visited during the summer season by many thousands of city people from nearly every state in the Union. This is one of nature's most wonderful mysteries, and as one views those high and rock capped mountains, through which the beautiful Delaware river seems to have worn a narrow passage hundreds of feet below, the beholder wonders "how can these things be." Only nine miles from the city and reached by one of the most delightful drives to be found in the state is Elmhurst. This is a beautiful spot on the very summit of the Pocono Mountain, where many elegant residences are built and occupied by Scranton families during the summer season. There is also ample hotel accommodations for those who desire to spend a few days or weeks at this health-giving resort. It is also the Mecca for fishermen, and during the riding season the boulevard is filled with enthusiastic cyclists of both sexes, taking a "constitutional" over one of the best roads and through the most romantic scenes that can be imagined. A little further east is Mount Pocono and Pocono Summit, both popular resorts for New York, Philadelphia and Scranton people.

On the Erie & Wyoming Valley railroad, sixteen miles from the city, is Lake Ariel, a grand body of water about one mile in width and two miles in length, on the shores of which are many fine cottages owned by Scrantonians. On the bosom of the lake can be seen numerous steam yachts, naphtha launches, sailing and steam boats, owned by occupants of the cottages. Trains to this popular resort run hourly during the season, and excursion trains, filled with happy picnic parties, is an every-day occurrence.

An equal distance from the city, to the west, is Lake Winola, whose waters are as clear as crystal, and contain large quantities of black bass, pickerel, perch, and other of the finny tribe. This lake is a very popular resort for Scranton and Wilkes-Barre people, who have erected comfortable cottages on its shores. There are numerous smaller lakes

within a few hours' drive from the city, of which much might be said, but space forbids. The hotel accommodations of Scranton are second to no other city in the state. The "Jermyn," an eight-story, fireproof, steel building, erected by Mr. John Jermyn, at a cost of half a million dollars, is said to be the most complete and modern hotel in the country. Travelers of all ages and climes, traveling through this section of the state, to make Scranton their headquarters on account of its superior hotel accommodations.

Scranton is the county seat of Lackawanna county, and its bench and bar are second to no other city in the state. The "Jermyn," an eight-story, fireproof, steel building, erected by Mr. John Jermyn, at a cost of half a million dollars, is said to be the most complete and modern hotel in the country. Travelers of all ages and climes, traveling through this section of the state, to make Scranton their headquarters on account of its superior hotel accommodations.

stock is worth on the market \$700 per share. The Third National Bank is the next largest institution of the kind in the city. It has a capital of \$200,000, and surplus of \$400,000. The First National Bank of Scranton is one of the youngest banks in this city, and has a capital of \$250,000, and surplus of \$62,000. They have recently erected a handsome seven-story steel bank building. The entire first floor is occupied by the bank, and the balance of the building is utilized for offices. It is considered one of the finest buildings in the city. The Lackawanna Trust and Safe Deposit Company do a large banking business, and in addition have a series of safe deposit vaults of the latest and most improved design. These vaults are absolutely burglar and fire proof. The capital of this bank is \$200,000, surplus \$25,721. The Dutch Bank, capital \$100,000, surplus \$50,000; the Merchants' and Mechanics' Bank, capital \$250,000, surplus \$112,000; the Scranton Savings Bank, capital \$100,000, surplus \$151,560; the Scranton Savings Bank and Trust Company, capital \$500,000, surplus \$27,000; and the West Side Bank, capital \$30,000, surplus \$24,800. The combined capital of the Scranton banks is \$1,450,000, and surplus and undivided profits of \$1,921,000.

There is published in the city of Scranton, thirty-three news-papers, four of which have daily editions. The balance are weekly and monthly publications. The Scranton Republican is the oldest paper. It was established as a weekly in 1856, and as a daily in 1857. The Scranton Times was established in 1865; the Scranton Truth in 1884, and the Scranton Tribune in 1891. The Republican and Tribune are Republican in politics; the Times is Democratic, and the Truth is an independent paper. In addition to the above daily papers, the Courier Progress, Dunmore Pioneer, Index, Industrial News, Lackawanna Legal News, North End Item, Providence Register, Scranton Sonneberg Journal, Scranton Volkszeitung, Scranton Wheel, Scranton News, Scranton Sunday World, Sunday News and Tyngonik Pennsylvania; all weekly publications; Calvary Tidings, Christian Endeavor Journal, Colliery Engineer and Metal Miner, Christian Life, Home Study, Railway Employees Journal, Laborer, Bell, Middle States Railway Guide, Real Estate Register, St. Lukes Churchman, Union Tracts, The Lutheran, The Sabbath Defender and St. David's Guardian, monthly publications. New York and Philadelphia papers and evening papers are carried on the streets of the city within a few hours after they leave the press.

Scranton has become prominent among the music-loving people of the country, from the fact that certain nationalities of its population, so gifted in voice culture, have acquired a national reputation, and the presence of one or more of these talented organizations at any of the musical festivals that are held yearly in all parts of the country, insures the success of the enterprise, and in regard to the fact that Scranton singers are the recipients of the highest honors.

At the World's Fair the Scranton choir won the first prize of \$5,000, and a few years ago a concert company, composed entirely of "home talent," made a tour of Europe, and their performance, meeting with most flattering receptions wherever they appeared.

As has been remarked, the inhabitants of Scranton are law-abiding. This fact is apparent when reference is made to the report of the police department for the year 1895. Total number of arrests, 2,132, males 1,963, females 189. Of this small number 750 were arrested for drunkenness, and 323 for disorderly conduct. When it is considered that Scranton is a city of great distances, covering 12,000 acres, with a population of over one hundred thousand, and with only forty-three patrolmen, it is believed that the above report of the Chief of Police will compare favorably with that of any city of its size in the country.

As previously stated, Scranton is a healthy city. By referring to the report of the Board of Health, for the year 1895, we find that during that period there were only 1,346 deaths. Thirty-three died from cholera, 47 from scarlet fever, and two from malaria fever. This good showing is in a large measure due to the abundant supply of pure water. The following is taken from a special report to the Board of Health, from a committee appointed in July, 1898, to inspect the works of the water companies. "The recent analysis of the water has shown it to be of a very pure quality, with minimum of organic matter contained therein. . . . These reservoirs are all fed from the same source, the most part running through a rocky region not adapted to cultivation, or for residential purposes, so that there is no probability of villages of any considerable size being located along the line of this supply. After a careful inspection of all these reservoirs, the result of which was most satisfactory, developing the fact that the company is making every effort to furnish a full and pure supply of water. This shows that there is at present a storage capacity of about 2,391,700,000 gallons in addition to that which can be drawn from the Lehigh River, a daily supply of 10,000,000 gallons whenever needed. As the daily consumption of the city at the present time is from 12 to 14 million gallons, it can be easily ascertained what reserve the people of this city can depend on for supply in times of extreme drought. Allowing for evaporation, the company with its present facilities has a water supply of 200 days without rain. Adding the storage of the other company's system, we have a supply available at present of over 24 billion gallons, with the contemplated increase of 1,400,000,000 gallons within a short time, without reference to the daily supply which can be drawn from the Lehigh river. It does not seem possible that any other city in the Union is more highly favored than we are in this respect. It may be well to call to mind the fact that during the extreme dryness of last summer, when people in many cities throughout the State were put on short allowance for the scarcity of water, no restrictions whatsoever were required by either of these companies in supplying the city. The lawn sprinklers were in operation day and night in the very driest time. The water was of the very best quality at all times, and was shown by analysis made of the water during that period, to contain very little of an impure nature.

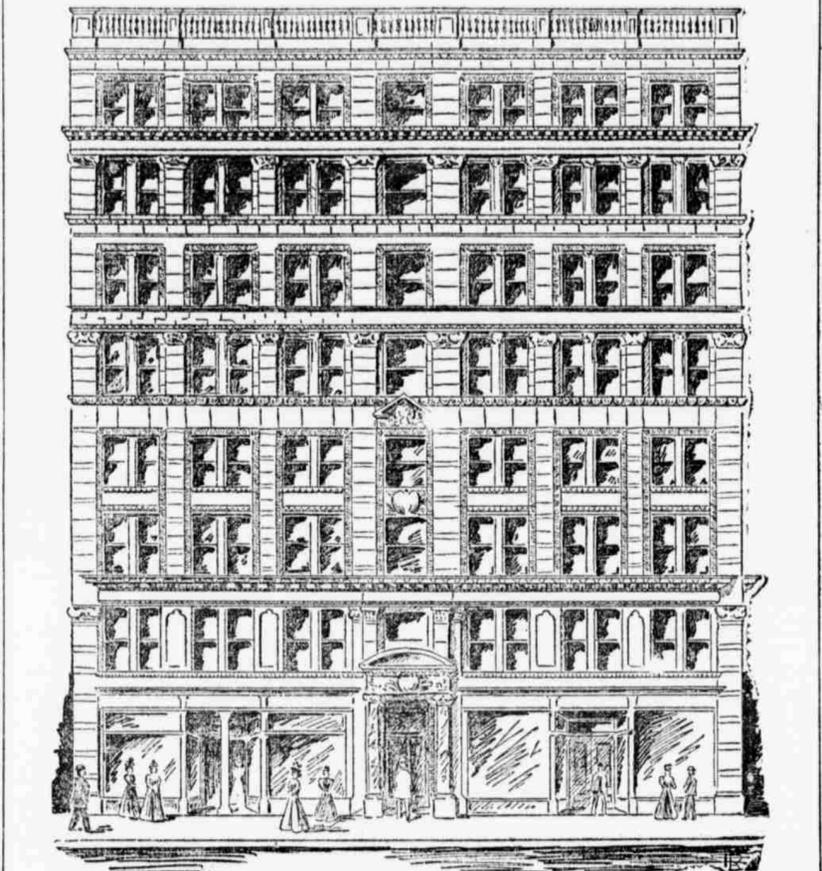
The net bonded indebtedness of the city of Scranton is \$583,425.80. The assessed valuation of the taxable property of the city is \$21,500,000, and real valuation about \$100,000,000. The net indebtedness per inhabitant is \$5.83. This is a very low per capita debt as compared with other cities of its class. The following is taken from the Mayor's report for the year 1898. "The financial status of our city is such as to cause a feeling of security and satisfaction to our citizens. Our bonded

debt is \$762,000, somewhat of an increase over last year, owing to the \$200,000 bridge bonds which were floated during the summer for the building of the two iron bridges now in process of erection. Casting aside this item, it will be observed that there has been a very material reduction of the municipal indebtedness. The bonds and cash in the sinking fund aggregate \$188,667.17, leaving a net indebtedness to the city of \$573,332.83. It rarely occurs in municipal government that a city of the size and resources of Scranton is burdened by so small a debt. I am safe in saying that no city in the United States can make a more creditable showing financially than our own. This debt is secured by property of an assessed valuation of \$21,500,000, and an actual valuation variously estimated at from \$75,000,000 to \$100,000,000."

Scranton has one hundred and forty-one miles of electric street car lines within the city limits, and seventy-five miles extending beyond the city limits, to suburban towns which have a population of 20,000. There is within a radius of ten miles of the city numerous small towns, residents of which do the greater part of their shopping here. Our large wholesale and retail dry goods and grocery stores, many of which occupy an entire building, four and five stories high, equipped with elevators and stocked with all grades of goods, which are purchased from these suburban towns, and gives to Scranton merchants a profitable patronage.

Scranton has three places of amusement, open every evening during the winter season. The Grand Opera House, as a new theatre, and is said to be the equal of any house of its kind in the country. It has a seating capacity of 2,000, and is built on the very latest plans for the comfort and safety of its patrons. It is lighted by both electricity and gas, and has first-class in its appointments. The Academy of Music is also a very popular house, as is the Davis. Scranton is visited by the highest class performers, and is considered the best-paying show town on the circuit. Nay Aug park, with its hundreds of acres, through which the Roaring Brook leaps down over the romantic falls, and from which the park derived its name, is the city's possession, secured as a public park forever. It is most delightful and picturesque spot, and is being continually beautified by artificial means with funds appropriated by the city each year. The falls are spanned by a substantial iron bridge leading to the Elmhurst boulevard, of which mention has been made. An artist visitor from another state, who had but a year or two ago returned from Europe, recently declared, in passing over this boulevard, that its views were unsurpassed by any in the famous Austria-Tyrol.

Much might be written on the subject, "What is Scranton?" with culture, shall we find in Scranton?" but did space permit, the writer believes that a careful perusal of this article will answer the question to the full satisfaction of the most exacting individual. Finally, the advantages of the city of Scranton are briefly summed up as follows: Cheap fuel, excellent water, abundant labor, great railroad facilities, nearness to commercial centers and to water, low taxes, and a class of inhabitants noted the world over for their superior enterprise and progressiveness. To all who care to investigate, Scranton will be found all that the writer has claimed for it.



CONNELL BUILDING.

debt is \$762,000, somewhat of an increase over last year, owing to the \$200,000 bridge bonds which were floated during the summer for the building of the two iron bridges now in process of erection. Casting aside this item, it will be observed that there has been a very material reduction of the municipal indebtedness. The bonds and cash in the sinking fund aggregate \$188,667.17, leaving a net indebtedness to the city of \$573,332.83. It rarely occurs in municipal government that a city of the size and resources of Scranton is burdened by so small a debt. I am safe in saying that no city in the United States can make a more creditable showing financially than our own. This debt is secured by property of an assessed valuation of \$21,500,000, and an actual valuation variously estimated at from \$75,000,000 to \$100,000,000."

Scranton has one hundred and forty-one miles of electric street car lines within the city limits, and seventy-five miles extending beyond the city limits, to suburban towns which have a population of 20,000. There is within a radius of ten miles of the city numerous small towns, residents of which do the greater part of their shopping here. Our large wholesale and retail dry goods and grocery stores, many of which occupy an entire building, four and five stories high, equipped with elevators and stocked with all grades of goods, which are purchased from these suburban towns, and gives to Scranton merchants a profitable patronage.

Scranton has three places of amusement, open every evening during the winter season. The Grand Opera House, as a new theatre, and is said to be the equal of any house of its kind in the country. It has a seating capacity of 2,000, and is built on the very latest plans for the comfort and safety of its patrons. It is lighted by both electricity and gas, and has first-class in its appointments. The Academy of Music is also a very popular house, as is the Davis. Scranton is visited by the highest class performers, and is considered the best-paying show town on the circuit.

Nay Aug park, with its hundreds of acres, through which the Roaring Brook leaps down over the romantic falls, and from which the park derived its name, is the city's possession, secured as a public park forever. It is most delightful and picturesque spot, and is being continually beautified by artificial means with funds appropriated by the city each year. The falls are spanned by a substantial iron bridge leading to the Elmhurst boulevard, of which mention has been made. An artist visitor from another state, who had but a year or two ago returned from Europe, recently declared, in passing over this boulevard, that its views were unsurpassed by any in the famous Austria-Tyrol.

Much might be written on the subject, "What is Scranton?" with culture, shall we find in Scranton?" but did space permit, the writer believes that a careful perusal of this article will answer the question to the full satisfaction of the most exacting individual. Finally, the advantages of the city of Scranton are briefly summed up as follows: Cheap fuel, excellent water, abundant labor, great railroad facilities, nearness to commercial centers and to water, low taxes, and a class of inhabitants noted the world over for their superior enterprise and progressiveness. To all who care to investigate, Scranton will be found all that the writer has claimed for it.

WILLIAM CONNELL.

William Connell, member of Congress from the Eleventh district, Pennsylvania, and president of the Third National Bank of Scranton, and an extensive coal operator, was born at Cape Breton, Nova Scotia, September 18, 1827. His father, James Connell, was a native of Scotland, and his mother,



HON. WILLIAM CONNELL.

whose maiden name was Susan Melville, was a native of Nova Scotia and was of Irish and American descent. William Connell did not have many advantages in his boyhood, for his parents, though industrious and worthy, were not possessed of means beyond their ordinary wants. Nevertheless, he made good use of his meager opportunities and acquired a sufficient knowledge of the usual English branches of education to form a reliable foundation upon which to build in later years. In 1844 his parents moved from Nova Scotia to Pennsylvania, settling in Luzerne county. Here William, who accompanied them, found employment as a driver boy in the coal mines. By perseverance and the exercise of natural ability, Congressman Connell kept pace with the general development of the country and in time became a coal operator. His success has been gratifying in that it has developed public spirit and the generous character of the man to a marked degree. Mr. Connell has been identified with almost every business enterprise of importance that has been established in Scranton during the last decade and his liberality in charitable channels has been almost without limit. His noble character has been a constant from the beginning, and though one of the new members of the Fifty-fifth congress he became one of the leaders during his first session and took active part in the general legislation. Congressman Connell is a man of modest tastes; is easily approached, and is a characteristic representative of the true type of self-made man.

Paper Making.

There is nothing in the form of paper, from the crudest brown wrapping material up to the finest United States bond note paper, that cannot be found in the great stores of Megargle Bros. They supply every city and town in this region and load trains for the West and distant parts of the world. The main store of Megargle Bros, on Washington avenue, is the headquarters of the vicinity paper buyers and their representatives on the road do a large business.